

Vision for Marin’s Transportation and Land Use Solutions (T-PLUS)

Envision a future for Marin County with a **safe, efficient multi-modal transportation system and a broad range of housing choices, including affordable housing which is affordable to for the full range of our workforce and community, with a compact development footprint and minimal environmental impacts.**

Key Principles

1. Create a well-connected multimodal transportation system and network of places that reduces the reliance on single-occupancy automobiles and integrates pedestrians, bi-cycles, and transit.
2. Target new development to areas that are already developed, particularly locations that can be effectively served by transit.
3. Create compact community places with a diverse mix of uses through infill, redevelopment, and reuse of developable property.
4. Provide Marin residents with quality housing choices that address their broad range of household types and incomes.
5. Design a network of human-scaled places that fit the distinct character of Marin’s communities and environment.
6. Coordinate land use- and transportation-related planning efforts and decision making in Marin to promote the vision and principles of the Marin TPLUS program.

Principles	Related Local Goals	Benefits
<p>Principle 1: Create a well-connected multimodal transportation system and network of community places that reduce the reliance on <u>automobiles</u>, particularly single-occupancy motor vehicles, and integrates pedestrians, bicycles, and transit.</p> <p><i>Marin’s existing transportation system is primarily focused on mobility of the private automobile. This has led to fewer public transit alternatives and to roadways that are congested with automobiles and poorly accommodate pedestrians and bicycles.</i> (re-phrased from Countywide Plan, Built Environment - ‘Key Trends and Issues’, page 3-4)</p> <p>Key components of a multi-modal transportation system are: appropriately sized, continuous sidewalks and pedestrian walkways; an interconnected network of streets, with well designed intersections; an interconnected bicycle network; and a seamless, interconnected transit system that provides attractive service not only for commuters but also to other destinations where frequent activities of daily life occur.</p>	<ul style="list-style-type: none">▪ A diversified, cost-effective and resource efficient transportation network provides mobility for all users. <i>(DRAFT San Rafael General Plan, Circulation Element)</i>▪ Increase opportunities for the use of bicycle and pedestrian paths as viable alternatives to vehicular transportation, and to interconnect neighborhoods, commercial centers, schools, parks and other key activity centers <i>(Goal IV.2 DRAFT Corte Madera General Plan, Circulation Element)</i>▪ Encourage attractive alternatives to the use of single-occupant automobiles <i>(Goal 5, Larkspur General Plan, Circulation Element)</i>▪ To promote an integrated transportation system, including the preservation and enhancement of transit, in order that residents and visitors can efficiently and conveniently transfer and connect between different transportation modes. <i>(Goal C-G, Tiburon General Plan, Circulation Element)</i>▪ Design automobile use areas to fit the character of the community and comfortably accommodate travel by pedestrians and bicyclists <i>(DES-5 - Countywide Plan)</i>	<p>Multi-modal streets:</p> <ul style="list-style-type: none">▪ Enhance mobility by encouraging and supporting walking, bicycling, and transit use as competitive alternatives to driving.▪ Increase “person-trip” capacity of the existing street system.▪ Provide enhancements to bicycle circulation and safety such as bike lanes and paths <p>Pedestrian-oriented design:</p> <ul style="list-style-type: none">▪ Creates a walkable and human-scaled environment that encourages walking, bicycling, and transit use.▪ Encourages transit use by providing safe and direct connections between transit stops and destinations.▪ Enhances all transportation choices because virtually all trips involve walking to begin and end the trip.▪ Maximizes the access to existing land uses.▪ Create safe routes and access to schools <p>Walkable environments:</p> <ul style="list-style-type: none">▪ Help to improve the physical health of a community.

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The design and use (including a determination of appropriate speed) of individual streets in the multimodal transportation system will differ depending on adjacent land uses and the function of the street within the roadway network. At a minimum, streets need to provide appropriate access, safety, and mobility for pedestrians including the disabled, seniors, and youth, and—wherever possible—should provide a quality environment for those strolling, shopping, resting, and taking part in public life.	<ul style="list-style-type: none">▪ Provide a range of transportation options that meets the needs of residents, businesses, and travelers (<i>TR-1 Countywide Plan</i>)▪ Expand bicycle and pedestrian facilities and access in and between neighborhoods, employment centers, shopping areas, schools, and recreational sites (<i>TR-2 Countywide Plan</i>)▪ Provide efficient, affordable public transportation service countywide that meets the needs of everyone, including the elderly, disabled, and transit-dependent (<i>TR-3 Countywide Plan</i>)	<ul style="list-style-type: none">▪ Discourage crime by making streets more active providing “additional eyes on the street.”▪ Improve air quality by reducing the number of trips by single-occupancy vehicles.▪ Improve access for seniors and disabled persons. <p>Interconnected street networks:</p> <ul style="list-style-type: none">▪ Provide shorter routes for pedestrians and bicyclists.▪ Distribute traffic allowing limited right-of-ways to serve multiple modes.▪ Reduce the number of short distance trips that have to use already congested arterial roads.

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<p>Principle 2: Target new development to areas that are already developed, particularly locations that can be effectively served by transit.</p> <p><i>Marin places strong emphasis on protecting natural resources and scenic settings. Today, only 11% of Marin is developed. The majority of the remaining potentially developable land is located in the boundaries of existing communities. The appropriate scale and geographic distribution of new land uses and major transportation infrastructure are key to protecting the County's environmental assets while maintaining the County's economic vitality and social equity goals.</i></p> <p>Mixed-use developments that concentrate jobs and housing should be targeted to appropriate areas in existing downtowns, village and neighborhood centers, along major transit corridors, and in potential commuter rail station areas. Here development can capitalize on existing infrastructure and services, such as roads, utilities, transit, and public facilities. Diversification of land uses in existing retail or employment areas offers the opportunity to create mixed-use districts and centers allowing people to work, shop, be entertained, and engage in a variety of activities in one location and thus reduce the number of trips they take.</p>	<ul style="list-style-type: none">▪ Creative infill development and redevelopment takes maximum advantage of our existing resources. <i>(DRAFT San Rafael General Plan, Economic Vitality Element)</i>▪ Keep Novato relatively compact in physical size by establishing firm urban limit lines <i>(Goal 3, Novato General Plan)</i>▪ Actively facilitate the creation of new affordable housing in Downtown Tiburon and on identified underutilized sites throughout the Tiburon Housing Element Area that have existing infrastructure and few physical constraints. Continue to encourage and legalize secondary dwelling units in appropriate locations <i>(Goal H-C, DRAFT Tiburon Housing Element)</i>▪ Focus intensive development at nodes <i>(CD-2.4 - Countywide Plan)</i>▪ Concentrate new medium to high-intensity land uses to infill areas where services can be provided <i>(CD-6 - Countywide Plan)</i>▪ New building should occur in a compact form in already developed locations whenever feasible <i>(DES-3 - Countywide Plan)</i>	<p>Focusing development:</p> <ul style="list-style-type: none">▪ Promotes the vitality of business districts and neighborhoods by directing investment into existing areas.▪ Supports better transit service by concentrating jobs and housing, creating a larger transit customer base, which justifies more frequent transit service throughout the day and into the evening. This attracts additional customers, particularly those sensitive to time and convenience of service.▪ Infill and redevelopment can often utilize existing sewer and water systems, police and fire services, schools, etc., thus reducing the need to make significant new public investments.

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<p>Principle 3: Create compact community places with a diverse mix of uses through infill, redevelopment, and reuse of developable property.</p> <p><i>Past development of retail and office space in Marin has primarily resulted in low-density, single-use places, each surrounded by surface parking. Such buildings create places that are incompatible with Marin’s heritage and character, and generate an automobile trip for almost every activity of shoppers and workers.</i> (rephrased from Countywide Plan, Built Environment - ‘Key Trends and Issues’, page 3-3)</p> <p>Places with a diverse mix of uses and compact development, such as traditional downtowns have long been popular with pedestrians, bicyclists, and transit users because they offer a multitude of destinations within convenient distance. Where mixed-use areas are located close to residential neighborhoods, they can reduce vehicle trips as walking is opportune. Similarly, mixed-use areas in proximity of employment centers allow workers to walk for daily errands shopping, dining, or entertainment and thereby reduce the number of overall vehicular trips. Housing provided as part of mixed-use developments provides proximity to goods and services, and potentially jobs.</p>	<ul style="list-style-type: none">▪ Use our land efficiently to meet housing needs and to implement “smart” and sustainable development principles (<i>HS-3 - Countywide Plan and Objective 2, San Anselmo Housing Element + Objective 2, DRAFT Mill Valley Housing Element</i>)▪ Keep Novato relatively compact in physical size by establishing firm urban limit lines (<i>Goal 3, Novato General Plan</i>)▪ To support and encourage mixed-use development in Downtown, especially in order to provide affordable housing opportunities (<i>Recommended Goal, DRAFT Tiburon Downtown Element</i>)▪ Facilitate employment opportunities that minimize the need for automobile trips...in addition to mixed use development strategies (<i>CD-3 - Countywide Plan</i>)▪ Locate mixed-use, medium to higher density development in appropriate locations along transit corridors (<i>DES-2 Countywide Plan</i>)	<p>Compact and infill development:</p> <ul style="list-style-type: none">▪ Slows down the process of land consumption for new development.▪ Supports walking, ridesharing, cycling, and transit use by enabling people using these modes to make other trips conveniently. Consequently, vehicle trips and dependence on cars are reduced.▪ Generates off-peak transit use because trips to and from mixed-use developments occur throughout the day and into the evening.▪ Adds to the economic vitality of business districts by increasing the diversity of retail and commercial services offered. Also, mixed-use districts provide a convenient mix of goods and services to employees during the day and residents in the evening. As a result many businesses have a steady flow of customers all day.▪ Contributes to neighborhood livability by providing activities within easy walking distance of neighborhoods. With these choices available, residents tend to walk more in their neighborhoods, increasing the area’s safety, friendliness, and livability.

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<p>Principle 4: Provide Marin residents with quality housing choices that address their broad range of household types and incomes.</p> <p><i>Historically, investment in housing in Marin has focused on the construction of low-density and expensive singe-family houses, often inadequately connected to older neighborhoods and downtowns. This development has consumed relatively large amounts of land for a small number of residents, is affordable only to high-income households, and generates a significant proportion of vehicle trips countywide.</i> (rephrased from Countywide Plan, Built Environment - ‘Key Trends and Issues’, page 3-4)</p> <p>Broadening the range of housing choices in Marin, with particular focus on affordability and serving a variety of household types, can contribute to the reduction of vehicular trips by allowing more people who work in Marin to live in Marin. Mixed-use development strengthens economic vitality of an area by bringing in additional consumers. Providing <u>workforce affordable</u> housing in proximity of well-served transit lines will further reduce the number of automobile trips and also advances social equity by reducing the need for car ownership among a population that can least afford it.</p>	<ul style="list-style-type: none">▪ Use our land efficiently to meet housing needs and to implement “smart” and sustainable development principles (<i>HS-3 - Countywide Plan, Objective 2 - San Anselmo Housing Element, Objective 2 - DRAFT Mill Valley Housing Element</i>)▪ Encourage a diverse demographic (especially age, family, and income) mix in Larkspur (<i>Goal 3, Larkspur General Plan, Land Use Element</i>)▪ Provide for a variety of housing opportunities through new construction and maintenance of existing housing for an economically and socially diverse population, while preserving the character of the community (<i>Goal 8, Novato General Plan</i>)▪ It is the goal of San Rafael to have an adequate housing supply and mix that matches the needs of people of all ages, income levels, and special requirements. (<i>Goal 4, DRAFT San Rafael General Plan, Housing Element</i>)▪ Provide a mix of housing (<i>CD-2.1 - Countywide Plan</i>)▪ Locate housing near activity centers (<i>CD-2.3 - Countywide Plan</i>)▪ Concentrate commercial and medium to high-density residential development near activity centers that can be served efficiently by public transit and alternate transportation modes (<i>DES-2.1 Countywide Plan</i>)	<ul style="list-style-type: none">▪ Transit-oriented development can increase opportunities for affordable housing as it is very attractive for low-income households who can reduce their spending on automobile transportation (14 to 22% of household income).▪ Affordable housing provided in the vicinity of transit prevents people without cars from being isolated.▪ Affordable housing ensures that the workforce is able to live in close proximity to work, increasing the employee pool available for businesses, and reducing the length of trips▪ Affordable housing provides local housing for public safety workers, increasing their ability to provide services in an emergency.

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<p>Principle 5: Design a network of human-scaled places that fit the distinct character of Marin’s communities and environment.</p> <p><i>A primary challenge for new housing and other development, including transportation facilities, in Marin County is achieving compatibility with the distinct character of existing communities and the surrounding natural environment.</i> (rephrased from County-wide Plan, Built Environment, page 3-94)</p> <p>In order to complement existing community and environmental character it is important that design of new development—its site plan, layout, architectural composition, building materials—is in keeping with the best examples found in the immediate surrounding. Equal attention will ideally be given to the construction of new transportation facilities or the enhancement of existing roads to be multi-modal. The careful detailing of the streetscape increases the economic viability of a shop-lined street, creates new vital public places, or beautifies a neighborhood.</p>	<ul style="list-style-type: none">▪ Utilize design as a tool to create outstanding residential neighborhood character through use of innovative, quality architecture and site planning (<i>Goal V.1 DRAFT Corte Madera General Plan, Community Design Element</i>)▪ To preserve existing neighborhood character and identity (<i>Recommended Goal, DRAFT Tiburon General Plan Land Use Element</i>)▪ Maintain the character, diversity and long term viability of the City's residential neighborhoods by establishing residential land use districts that reflect the predominant land use, scale, density and intensity of existing development (<i>Land Use Objective LU-1.0, Sausalito General Plan</i>)▪ Assure that all new or significantly remodeled structures be designed to respect existing land forms and natural site features and to maintain the balance between open space and buildings (<i>Community Design Objective CD-2.0, Sausalito General Plan</i>)▪ Perpetuate the unique character of each community, including the essential design characteristics that make each place attractive and livable. (<i>DES-1 - Countywide Plan</i>)	<ul style="list-style-type: none">▪ Well-designed and appropriately scaled buildings are more likely to be supported by the community.▪ Enhancing existing transportation facilities for multi-modal use provides opportunities for streetscape beautification specific to the locale.▪ Introducing pedestrian-oriented streetscape elements makes larger roadways more compatible with communities of small and medium scale and the natural environment.

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<p>Principle 6: Coordinate land use- and transportation-related planning efforts and decision making in Marin to promote the vision and principles of the Marin TPLUS program.</p> <p><i>As for all counties in California, land use and transportation decisions in Marin are made by a broad variety of cities, towns, agencies, the County, and the State. The National and State Park facilities, watershed facilities, and regional transportation that come to and passes through Marin add further complexity.</i></p> <p>If local jurisdictions and the County improve the coordination of their land use and transportation decision making it will improve the ability to achieve a single-occupant automobile trip-reducing mix and intensity of land uses and multi-modal transportation network. This is critical because most of the remaining developable land in Marin is located in the County's cities and towns, while most decisions about the future transportation system are made on a countywide and regional level. In addition, coordination between cities can also improve the effectiveness of incremental improvements for pedestrians and bicyclists within the local road network.</p>	<ul style="list-style-type: none">▪ Coordinate planning with other jurisdictions (<i>CD-4 - Countywide Plan</i>)▪ Coordinate urban fringe planning (<i>CD-6.1 - Countywide Plan</i>)▪ Work together to achieve the County's housing goals (<i>HS-1 - Countywide Plan</i>)▪ Coordinate regional transportation/housing activities - Use our land efficiently to meet housing needs and to implement “smart” and sustainable development principles (<i>HS-3.13 - Countywide Plan</i>)▪ Coordinate transportation, economic, and land use planning to help provide effective transit services which reduce dependence on the single-occupant automobile (<i>Goal 9, Novato General Plan</i>)▪ To address regional issues, such as transportation, schools, and water, through coordination with neighboring cities, the county, and other governmental entities (<i>Recommended Land Use Goal, DRAFT Tiburon General Plan</i>)	<p>Coordinated land use and transportation can result in:</p> <ul style="list-style-type: none">▪ Optimized use of natural, infrastructure, and fiscal resources.▪ Improved quality of life and livability for all communities in the County.▪ Improved air quality throughout the region.

Note: The following plans were referenced in compiling the “Related Local Goals” section of this document:

- DRAFT Marin Countywide Plan (February 2004)
- DRAFT San Rafael General Plan (February 2004)
- Tiburon General Plan (1989) and DRAFT General Plan Element Issues Papers (2003/2004)
- DRAFT San Anselmo Housing Element (2003)
- DRAFT Corte Madera General Plan Framework (2003)
- DRAFT Mill Valley Housing Element (2002)
- Sausalito General Plan (1997)
- Novato General Plan (1996)
- Larkspur General Plan (1990)

The above compilation focused on relatively recent planning documents as these best reflect jurisdictions’ current view of land use and transportation related issues. More related goals may be found in General Plans of other jurisdictions such as Fairfax, Ross, and Belvedere or in general plan elements other than the referenced Housing Elements.